

LG LINKS

“CONNECTING THE AFRC LOGISTICS COMMUNITY”

**DEPARTMENT OF THE AIR FORCE
HQ AIR FORCE RESERVE COMMAND
ROBINS AFB GA 31098-1635**

**AFRCRP 25-1
NO. 02
April 2001**

Where has this year gone? I think for all of us, it has been speeding by with all the activities that are going on. Air Expeditionary Force (AEF) deployments for our aviation and Expeditionary Combat Support (ECS) have been going very well. Future AEF deployments will be by UTC and this should help the scheduling and reduction of line remarks which has been a constraining factor. In addition, teaming will become more important where we have more folks from the same unit at the same location--providing more of an identity and hopefully folks working together who know each other and have trained together. Chief of Staff Logistics Review (CLR) is progressing well. AFI 21-101 has been rewritten in Draft and is out for review. Air Force is beginning the tests on some of the new concepts expected to change as a result of CLR. Some of those are the fleet health/sortie production tests for location of Maintenance Operations Center, use of Centralized Intermediate Repair Facilities (CIRFs) while deployed for AEF operations, e.g., F110 engines and ALQ-131 pods, and placement of Log Plans in Logistics Group. AFRC will participate in the first two tests--due to our size in log plans, that will not be tested, but rather take the data from the active duty test to adjust what work will be done in LG by log plans folks and then to size the manpower in log plans and XP accordingly. We concluded the AFRC Logistics Group Commander's Conference in April with the Future is Today as the theme--as you can see, what we are doing today will lay the groundwork for the future and what each and everyone of us do is important for that success. There will be change, but this time, it appears that the changes are well thought out and tested in many instances. Whatever the outcome, we must remain flexible to adopt the change and be adaptable to them. I ask for your support in doing that. Last, but certainly not least, recruiting, retention and training have got to be at the forefront of our priorities--I have been in the Air Force Reserve for 26 years and I cannot remember a time that it was more important than it is today. Please pay attention to this and encourage all those around you to focus on recruiting, retention and training. Thank you for all the hard work you have been doing.

//signed//

**RANDOLPH C. RYDER, JR., Brig Gen, USAFR
Director of Logistics**



2001 Logistics Group Commanders at the Robins Conference Center 10 Apr 2001



Head Table, with Guest Speaker, Lt General Leo Marquez



Brig Gen Ryder addressing the group at the Museum of Aviation Dinner, 11 Apr 2001

LOGISTICS CAREER OPPORTUNITY AND DEVELOPMENT

The IMA program offers many logistics opportunities for traditional reservist officer and enlisted personnel. IMA assignments have reduced participation requirements and provide flexible work schedules. Often the positions have higher-grade authorizations than the unit program--greater promotion potential. Information on IMA position vacancies/AFSCs can be found at Air Reserve Personnel Center, 1-800-525-0102, extension 292 or DSN 926-6429/6430/6431. The Air Force Reserve Command web site, <http://www.afrc.af.mil> contains information on Active Guard Reserve and IMA opportunities.

IMA OPPORTUNITIES

For personnel interested in IMA opportunities at HQ ACC or AMC, contact the respective person:

ACC/CRM Col Ellen Calle
Ellen.Calle@Langley.AF.Mil
DSN: 574-5101
Commercial: (757)-764-5101

AMC/DPXR Col Joseph Cirrincione
Joseph.Cirrincione@Scott.AF.Mil
DSN: 576-4916
Commercial (618)-256-4916

MAINTENANCE (LGM)

PROPULSION SYSTEMS, COMPREHENSIVE ENGINE AND TRENDING AND DIAGNOSTICS SYSTEM (CETADS)

A cornerstone of the Reliability Centered Maintenance (RCM) concept is the ability to achieve on-condition maintenance rather than scheduled repair/replacement or fly to failure. The Engine Trending and Diagnostics (ET&D) program is the Air Force's implementation of the condition monitoring required for on-condition maintenance. It allows the maintainer to be proactive in predicting and preventing engine failure before it occurs.

Over the past two decades, there have been a few different catch phrases for the program; the 70's had "condition monitoring", the 80's was "trending and diagnostics", and the early 90's called it "health monitoring." Today, the catch phrase is "prognostics." The purpose of ET&D is to improve operational reliability and reduce maintenance parts costs. This is accomplished by identifying performance and structural deterioration in time for low cost corrective measures to be implemented by maintenance personnel before expensive failures takes place.

The Air Force ventured into ET&D with the Strategic Air Command's Engine Condition Monitoring Program (ECMP), which required aircrew on multi-crew aircraft to manually record various cockpit instrument readings during certain phases of flight. This led to the development of the CEMS IV program in the early 1980s. In 1985, the TF34 became the first engine to have automated data collection system for use in ET&D and very quickly the CEMS IV program was expanded to accommodate every new engine in the Air Force inventory.

The CEMS IV software runs on a personal computer and receives download data from the engine and stores that data at the base. Users can look at tables and graphs to determine go/no-go information for the engines as well as make long-range forecasts of impending failures based on trends toward limits established by depot engineers.

The biggest hurdle of the CEMS IV program was formal training. On the TF34, the maintenance technicians were intimately involved with the program's development and were fully capable to operate the software. However, formal training was never developed and, as a result, subsequent users relied 100 percent on OJT. With each new engine coming online with CEMS IV, and with OJT trainers being promoted and transferred, the decline of ET&D was assured. OC-ALC recognized the need for a more user-friendly program. Therefore, CEMS IV was released as a Windows-based program in 1998, and in 1999 the name was changed to CETADS (Comprehensive Engine Trending and Diagnostics System) to avoid budgeting confusion with the CEMS (Consolidated Engine Management System) program.

The degree of acceptance and usefulness of the CETADS program is directly dependent on the amount of data available from the engine. The engine with the smallest amount of data, the F100, has the weakest program. The engine with the greatest amount of data, the F110, has the best program. Currently, the TF34, TF33 series, F110, F100 and F108 have software developed and are being trended successfully at the field level. The TF39 software development is in progress with the T56 engine to follow. Eventually, all Air Force engines will be able to benefit from the CETADS program. (POC: SMSgt Charles Thompson, HQ AFRC/LGMSP, DSN 497-1640)

MAINTENANCE RESOURCE (LGQ)

SPARES REQUIREMENT REVIEW BOARD (SRRB)

HQ USAF/ILSY, AFMC, ALCs and MAJCOMs are developing a new Spares Requirement Review Board process aimed to identify the full Air Force Materiel Support Division (MSD) spares requirement. Under funding of the spares requirement has caused an adverse impact on USAF war fighters and readiness rates. Requirements processes are disconnected and result in mismatches between HQ AFMC and MAJCOMs' programmed funding and creates execution year shortfalls.

The SRRB concept is for HQ AFMC to provide the MSD requirements data by MAJCOM by weapon system for consumption and non-consumption spares. Consumption spares are those spares identified and funded through the MAJCOM Air Force Cost Analysis Improvement Group (AFCAIG) process. Non-consumption spares would be Readiness

Spares Package (RSP), pipeline/safety level, Insurance/Non-Stockage Objective and other additives. MAJCOMs would have to include funding for RSP under the umbrella of AFCAIG but not as part of the flying hour cost factors. Other non-consumption requirements would be included in the price of the items.

MAJCOMs will have to review the AFMC data in conjunction with their usage data as well as incorporate weapon system changes identified by Single Managers. Joint cross talks will be held to validate the data and agree on one set of requirements for programming/budgeting.

This process is the first attempt to get the full spares requirement recognized and budgeted. HQ USAF/IL objective is to incorporate SRRB into the FY04 POM. There are still lots of details that must be worked. HQ AFRC/LGQP is actively involved to help identify critical disconnects as well as influence improvements as the process evolves.

SRRB POCs: Linda Christenson/LGQP/DSN 497-1661 and Joyce Harrison/LGQP/DSN 497-1702

LOGISTICS PLANS (LGX)

CLR UPDATE

Testing: As you may or may not know, the Air Force announced on 16 March that it would begin testing several of the initiatives for the Chiefs Logistics Review (http://www.af.mil/news/Mar2001/n20010316_0375.shtml). In the list of test bases, Gen Mitchell IAP was listed as one of the bases. The 440th LG will be doing some testing; however, the testing to move log planners from XP to LG will not be tested at this time. Quoting an email from AFRC/LGX to AF/ILX,

“We only have one or two full-time log planners (ART, civilians) in our XP offices. In some causes one is the XP. Our main concerns are manpower in nature not operational! Once the core LGX functions are identified and moved to LG, we'll accomplish a manpower study for LGX & XP. Afterward we'll write position descriptions then reapportion & hire manpower to run existing XP offices. Testing this initiative without having enough manpower/someone to run our XP offices and be AEF managers causes severe mission impacts.”

Other test bases are Hill AFB, McConnell AFB, McGuire AFB, Peterson AFB, Seymour-Johnson AFB, and Travis AFB. For those of you who are on one of these bases, get in touch with your counterparts across base, see what happens, and pass your observations back to us.

Officer Development: You have probably heard that the Air Force is preparing to combine Supply and Transportation Squadrons as a part of its logistics transformation. There is also a move going forward to merge the Supply, Transportation, and Logistics Plans Officer career fields into a single career field. From the active-duty point of view, this merger gives them an opportunity to develop officers with a broad background in logistics support to serve on MAJCOM and higher staffs. This will have an impact on our logistics

officers as we train to be prepared to fill UTC taskings. There will be changes in the logistics schools, which are still under development. We are at the very beginning of a long process here, so bear with us. If you want to watch what is happening, please see the ILX web page at <http://www.il.hq.af.mil/ilx/> and click on the CLR box near the bottom of the page.

DEPLOYMENT

The revised AFI 10-403, Deployment Planning and Execution is published. Effective date is 9 March 2001. Also, the revised AFRC instruction 10-101 dated 24 Jan 01, Wing Plans Procedures, is now published. We are now in to process of reviewing UCI/self-inspection checklists. On matters pertaining to AFRCI 10-101 and UCI inputs, please contact Ms. Jane Agers DSN 497-1727.

INFORMATION DOMINANCE

The LOGMOD system version TG 4.0 conversion is complete. Please contact Ms. Jane Agers if you have any problems.

IN-TRANSIT VISIBILITY (ITV) UPDATE

The Air Force requires and will soon be checking "wing IDS capable" (WIC) status for all deployments. Command and control and management of deploying forces are the ITV goals. Each AFRC wing XP office must coordinate with the transportation flight and ensure wing/unit deployment data is transferred/input into the Cargo Movement Operating System (CMOS). AFRC/LG will monitor ITV using global transportation network (GTN). The ITV POCs are CMSgt Sue Smith DSN 497-1728 and Ms. Jane Agers, DSN 497-1727.

AVIATION PILOT UNITS

Aviation UTCs are changing! As you know, the Air Force wants its forces to be able to deploy rapidly with the right numbers of people and equipment. The "key" word here is "rapidly". Expeditionary Air Force (EAF) has solidified this concept. Thus, efforts to build smaller, more modular aviation UTCs that are flexible, and can be scaled down easily are on going. The first UTCs to be "right-sized" are our F-16s, A-10s, and C-130s. Expect more guidance as a result of the recently concluded air staff conference.

SUPPLY (LGS)

SUPPLY/TRANSPORTATION MERGER

In August 1995 a workshop was convened at Randolph AFB to discuss the feasibility of merging/reengineering Base Supply and Transportation squadrons and to determine the potential for outsourcing selected functions. The workshop members agreed that merging into a single organization was feasible without degrading wartime capabilities. It was further recommended the material movement requirement and associated proposed initiatives be investigated as part of a process time study to reduce the turmoil of any organizational changes. Additionally, the team acknowledged current relationships with other DOD organizations must also be explored before implementation.

These plans were put on hold until November 2000. At the Chief of Staff Logistics Review (CLR) the Material Management (MM) functional team was established and given direction to begin planning, testing and implementation for the merger. The CLR is focused on developing and implementing options to improve logistics and combat support capability to meet Expeditionary Aerospace Force (EAF) operational requirements. The merger should not create any turbulence and will have minimal impact on the AFSC structure (AFSCs do not change). It applies to base level and regional processes to include Regional Supply Squadrons. Test sites have been selected and concept testing begins June 2001. Look for an upcoming article in the Air Force Times. (POC: Lt Col Dolores Sherman, HQ AFRC/LGSP, DSN 497-1688)



THE AFRC SUPPLY AND FUELS READINESS COMPETITION

The second combined Supply/Fuels Readiness Competition is set to kick off at March ARB on 6 May 2001. This year's schedule is:

6 MAY: Travel and registration.

7 MAY: Event practice and continuation of registration.

8 MAY: Continue practice sessions, Judges/Team Chief meeting immediately after the last practice session. The event area, lodging and club are within easy walking distance of each other. Icebreaker - 18:00 at the club

9 MAY: Opening ceremony in the base theater at 08:00. Competition begins immediately after the in brief (the first 2 days are functional events).

10 MAY: Continue functional events.

11 MAY: Combined events, awards ceremony at the club at 18:00.

12 MAY: Departure day.

(POC: Mr. James Weldon, HQ AFRC/LGSWF, DSN 497-1673)

TRANSPORTATION (LGT)

GSA FLEET FUEL SURCHARGE FOR: GSA FLEET CUSTOMERS – MAY 2001

The increase in fuel prices that you have experienced at the pump has affected GSA Fleet as well. We are at the point financially where we must increase our mileage fees to help fund the additional fuel expense we are incurring in the operation of your vehicles. This increase will be effective in May 2001 and will continue until petroleum prices decline.

We last raised our rates in fiscal year 2000 by 2 percent. Since that time, the average price per gallon of fuel has soared 24.5 percent and continues to rise. We expect an additional 4 percent increase in the price of fuel for fiscal year 2001. Our current low rates, coupled with tight cost management controls, have extended our competitive advantage over other leasing alternatives and have allowed the GSA Fleet Program to absorb the increase in fuel costs to date. This surcharge will only recover the additional fuel expense incurred by GSA Fleet after April 2001. We need the additional money that will be generated through the surcharge to pay the additional higher fuel costs. The surcharge on the mileage fee is provided at Attachment A and will become effective May 1, 2001, and will continue indefinitely.

Our goal is, and will always be, to provide our customers with the lowest rates possible and the best fleet management services in the industry. Over the last several years, we developed electronic applications for customer use and implemented nationwide management programs to better serve you. I want to assure you that we will continue to develop better ways to meet your vehicle management needs and will keep our rates the lowest in the industry. We regret the impact that this surcharge may have on your budget, but it is unavoidable. We know you have a choice for acquiring fleet services and we truly appreciate your business. Please feel free to contact your servicing GSA Fleet Service Representative if you have any questions regarding this fuel surcharge.

(POC: Mr Audry Lucas, HQ AFRC/LGTV, DSN 497-1709)

CONTRACTING (LGC)

STANDARD PROCUREMENT SYSTEM

Deployment has begun within the Contracting Community of the new Standard Procurement System (SPS). SPS, which will replace the legacy Base Contracting Automated System (BCAS), will provide a standardized process across DoD which will automate the procurement process from requirement to contract award and close-out. Three Air Force Reserve Command sites (Westover, Dobbins, and Headquarters) have already cutover to SPS in late FY00. The remaining 10 contracting sites are scheduled for cutover in FY01.

<u>SITE</u>	<u>SPS CUTOVER</u>
YOUNGSTOWN MAP ARB OH	13 APRIL 2001
WILLOW GROVE ARS PA	27 APRIL 2001
NIAGARA FALLS IAP ARS NY	04 MAY 2001
GEN MITCHELL IAP ARS WI	11 MAY 2001

(POC: Mr John Pacosa, HQ AFRC/LGCM, DSN 497-1611)